

# **Structure Plan**

## **Gungahlin Town Centre**

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## 1. INTRODUCTION

This structure plan sets out principles and policies for development of future urban areas in the Gungahlin town centre in line with section 91 of the *Planning and Development Act 2007*.

As the town centre for the Gungahlin district, development is to contribute to the diversity of housing types; the range of employment opportunities; and convenient, linked access to retail centres, community facilities and open space.

The Gungahlin Town Centre Precinct Code was prepared for the area subject to this structure plan.

## 2. APPLICATION

This Structure Plan applies to future urban area in the area shown in Figure 1. Areas outside the future urban area in Figure 1 are not subject to this Structure Plan.

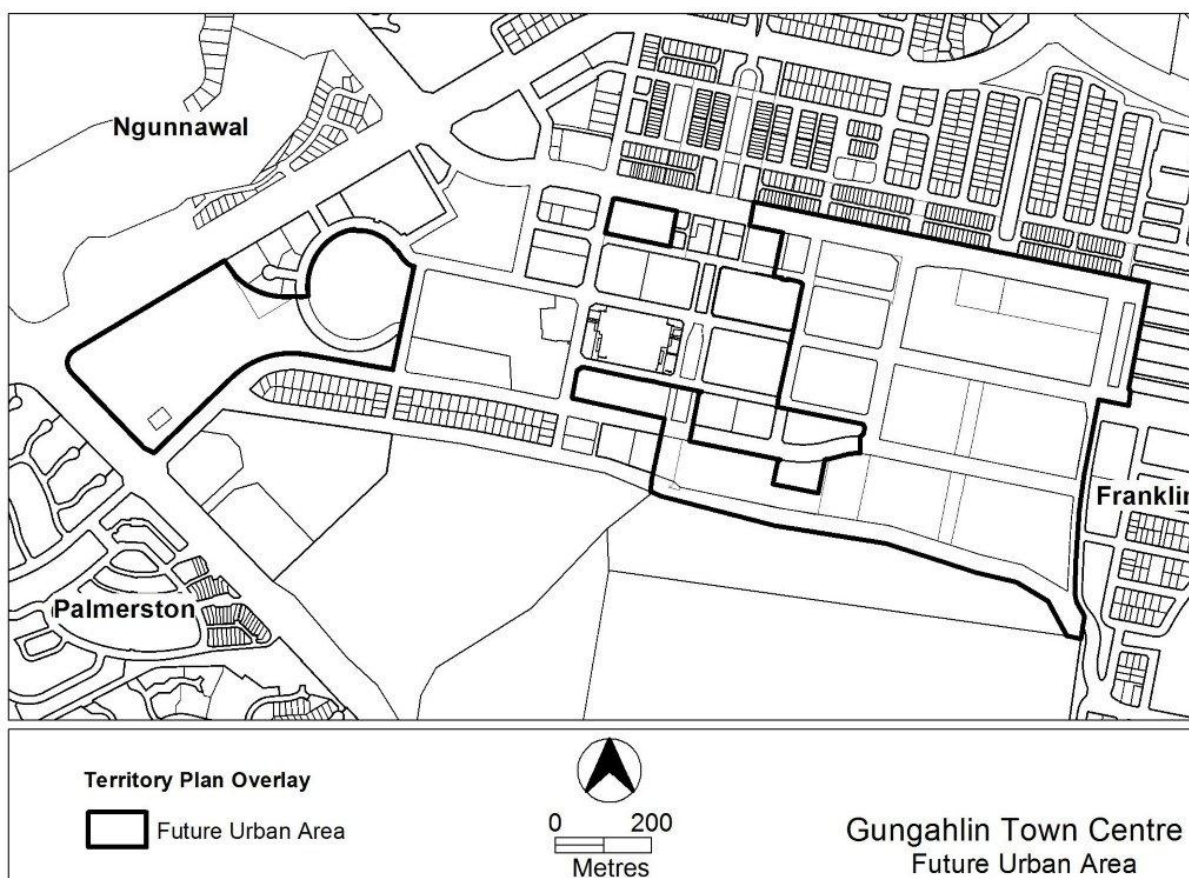


Figure 1 Location of area subject to this structure plan

## 3. PROHIBITED DEVELOPMENT

For the purposes of section 136(2) of the *Planning and Development Act 2007*, development by an entity is not prohibited, provided that the land on which the development is proposed was transferred to the entity by a Territory authority for the purpose of land development.

#### **4. PRINCIPLES FOR THE DEVELOPMENT OF GUNGALIN TOWN CENTRE FUTURE URBAN AREA**

The following principles will apply to development within the area subject to Gungahlin Town Centre structure plan:

1. The town centre is to provide the main commercial and community focus for the district population of Gungahlin.
2. Encourage the development of a retail environment in the Town Centre that creates a distinct point of difference from other centres.
3. The concentration of commercial and retail activity in the town centre is to ensure an efficient pattern of development.
4. Stage retail development to complement the growth in population of Gungahlin.
5. Planning policies are to promote the town centre as vibrant and viable with a wide range of services, facilities and employment and provide opportunities for higher density residential development.
6. Provide opportunities for business investment and employment that supports both daytime and night-time economic activities in the town centre.
7. To enable development of viable offices, large land parcels intended for this purpose should remain intact.
8. Support and encourage the location of ACT, Commonwealth Government and private sector offices within the Town Centre.
9. Higher density development in the town centre is to be encouraged, particularly in suitable locations that are well served by public transport.
10. Improvement to urban design and encouragement of mixed-use development, which provide for home-based employment and small scale workplaces, in the town centre is to enhance and strengthen its role.
11. Ensure residential uses within mixed use areas incorporate acoustic design measures to ensure that the provisions of the *Environment Protection Act* are complied with.

#### **Street and movement system**

12. The street network in the town centre is to promote low vehicle speeds, walking and cycling.
13. Designs of streets are to provide facilities for pedestrians and cyclists, which promote safety and convenience in the town centre.
14. Develop an urban form that is walkable, permeable and compact.
15. Provide a legible layout, with appropriate “landmarks” and adequate signage.
16. Provide an appropriate hierarchy of streets and other movement systems.
17. The road system in the town centre is developed which incorporates a hierarchical ring roads system to divert through traffic around the town centre and town centre traffic away from main pedestrian areas.
18. The road system is to protect the amenity of residential and commercial areas, and facilitate the efficient movement of major traffic flows and heavy vehicles.
19. The main path network for walking and cycling is to provide connections to the existing network.
20. Facilitate the use of bicycles for recreation by providing attractive and safe cycle ways integrated with the open space system.

21. Encourage the use of bicycles for transport by providing functional, convenient, safe and attractive cycle routes connecting major destinations and linking to district and metropolitan cycle ways, as well as providing bicycle racks and locking facilities in public areas.

## **Public transport**

22. Development will be planned to encourage use of public transport, walking and cycling, including commuter cycling.
23. Public transport facilities are to form part of the transport network to promote convenient public transport access to users of the town centre.
24. Integrate public transport routes, including public transport facilities, into the most intense activity area of the Town Centre.
25. Routes will be reserved for an enhanced inter-town public transport system to provide public transport in a quick and efficient manner.
26. Ensure that the inter-town public transport system is compatible with light rail.
27. Locate public transport routes and stops within easy walking distances with numerous opportunities for boarding and alighting.

## **Car parking**

28. Opportunities for car parking are to enable sufficient, safe and convenient use and access for users of the town centre.
29. Make ample parking space provision for car access by people with disabilities.
30. Provide convenient car parking for shoppers at a level of provision that will encourage the use of public transport but not disadvantage retailers in competition with other town centres.
31. Encourage the multiple use of parking areas by providing public car parking rather than private on-site parking.

## **Open space**

32. Open space will be planned and maintained as an integrated, hierarchical system that provides for recreation activities, contributes to the legibility and character of urban development, and assists in the effective management of stormwater.
33. Policies are to promote high quality, creative design of development, urban spaces and landscape settings.
34. Provide a high quality of urban design, landscape, street furniture and lighting in all public spaces.
35. Provide spaces that are useable and pleasant, with spaces for quiet refecation, noisy activities, public rallies and casual meeting.

## **Design quality**

36. Design quality within the town centre precinct and shared spaces will clearly define public and private realms, including spaces around buildings, as well as that of individual developments.
37. Provide major public spaces with a high level of environmental amenity, including provision for an adequate distribution of public toilets and public telephones.
38. Ensure that public spaces remain publicly accessible at all times and that they are safe to use.
39. Provide independent disability access within and to buildings, and throughout public places, in consultation with disability groups, especially wheelchair users, with particular attention being paid to kerb access, street surfaces and gradients.
40. Have regard for whole-of-life costing of facilities in the planning and design of public spaces.

## Energy use

41. Encourage reduction in energy use in the construction and operation of infrastructure.

## Storm water

42. Develop a storm water control and treatment system that encompasses principles of sustainability and is integrated into the general open space network.
43. Where possible, reuse storm water for irrigation (e.g. to adjacent ovals, community gardens and school playgrounds).
44. Encourage the development of individual or group on-site storm water storage and control systems.
45. Integrate overland storm water control systems into site developments, and limit the piping of storm water, wherever practicable, by designing residential streets and lanes with swales to cater for storm water runoff.
46. Control runoff from urban areas, both during and after the development phase in order to protect down stream water quality.

## Urban design

47. Development will seek to ensure high-amenity, quality urban design outcomes within residential areas, heritage areas, major centres and activity nodes, and along principal approach routes.
48. In the Town Centre, the boulevard system turns east-west, and between the two boulevards is the main Street, which forms the active commercial/retail spine of the Town Core, flanked by buildings, which shield the larger buildings and the parking areas internal to the sections.
49. A second active spine of town common and town square crosses this system in a north-south direction, providing a lively but less intense link between the residential areas, the town core and the major parklands and reserves.
50. Encourage activities, particularly at street frontage level, that contribute to pedestrian activity and social interaction.
51. Where practicable, provide natural surveillance of public areas through active frontages in the ground level of buildings with particular reference to our-of-hours use.
52. Provide an urban form which is legible and has direct connections for pedestrians, cyclists and motor vehicles to adjoining areas.
53. Ensure that at each stage of its development the Town Centre has a sense of completeness.
54. Ensure that building forms, colours and materials provide human scale, harmony and variety.
55. Ensure that urban design is of the highest standards by an integrated use of materials and finishes throughout the Town Centre.
56. Define the edge of the Town Centre by peripheral streets and open space.

## Cultural planning

57. Reflect the cultural significance of the Gungahlin area, including its landscape, ecosystem and history of occupation, in the design of the Town Centre, including residential areas and open spaces.
58. Integrate a community focused public art program into the Town Centre as an integral part of the development of landscape and urban form.
59. Involve artists, crafts people and the community with design teams and developers in the creation of a distinct and unique environment.
60. Provide for the expression of the diversity in ethnicity, custom and art form in the design of the public realm and the provision of public art.

61. Encourage collaboration of the community with artists, crafts people and artisans in the planning and design of Gungahlin including the creation of landmarks and gathering places with a sense of identity and place.
62. In the planning process facilitate cultural industry development and growth as part of the economic and commercial environment of Gungahlin.
63. In the planning process facilitate community and cultural development that reinforces the role of the site in providing and developing identity for the community, particularly with regard to the interaction between:
  - Natural heritage;
  - Aboriginal heritage;
  - European heritage;
  - Open space systems;
  - Contemporary cultural diversity among residents;
  - Built form and streetscape design; and
  - Contemporary visual, craft, performing and community arts practice.

### **Bushfire protection**

64. To minimise bushfire risk, construction standards for development adjoining the Mulanggari Grassland are to meet bushfire protection standards.

### **Equity**

65. Provide sites for the equitable distribution of services and facilities having regard to the level of provision in other Town Centres and residential areas, and to the needs of different groups in the population.
66. Consider inter-generational equity in respect to planning for services and facilities.
67. Provide for a variety of affordable housing types and retirement housing, including public tenure.

### **Wellbeing precinct**

68. Provide an area to the west of the Town Centre for education and recreation facilities.
69. An area in the west of the Town Centre is to provide a system of ponds in an area of urban open space which includes a diverse range of vegetation types and wildlife habitats within the storm water system